



SPEED LIMIT (MPH)	Approximate Sign Spacing A
35	250'
45	350'
55	500'

Shoulder Width	Minimum B
10'	45'
8'	90'
6'	130'
4'	175'
0'	220'

TIMING FOR ACTUATED SIGNALS (See notes 10, 11, and 12)		Distance Between Stop Lines	All Red (secs.)*
Recommended Settings, secs.			
Initial = 12.0		850'	17-30
Extension = 2.5		750'	15-27
Maximum Green = 45.0		650'	14-23
Yellow = 3.0		550'	12-20
All Red = (see table)		450'	10-17

* Range of values are based on operating speeds between 20 and 35 mph

LEGEND

- Traffic Sign
- Drum
- White Delineator (mount back-to-back)
- Traffic Signal
- Temporary Safety Lighting (Floodlighting)
- Work Area
- Type 'B' High-Intensity Flashing Warning Light

GENERAL NOTES:

- Signal timing shall be set as approved by the Engineer.
- Speed Limit refers to the legally established speed limit before construction and not the advisory speed during construction.
- Contractor shall be responsible for placement and removal of white edge lines, yellow "No Passing" lines and 24-inch wide stop lines. Dashed yellow centerline or yellow "No Passing" lines between stop lines shall be removed prior to the beginning of construction and replaced before opening to two-way traffic.
- For Temporary Floodlighting, see Standard Road Plan RM-49.
- Pole for temporary floodlighting and span wire, and poles used to furnish power to signals or floodlights shall be offset 30 feet from the traveled way unless there are right-of-way restrictions. Clearance on overhead wiring for signals and floodlighting shall be a minimum of 18 feet.
- Details of the temporary barrier rail are included elsewhere in the plans.
- This layout is not appropriate when ADT (Average Daily Traffic) exceeds 5,000 vehicles.
- When Temporary Barrier Rail is used, white reflectors shall be mounted back-to-back on each section.
- Post-mounted white delineators shall be erected in accordance with Standard Road Plan RE-7.
- Signals shall rest in RED.
- The traffic actuated controller shall comply with the latest NEMA and ITE standards for actuated signals.
- A detection area shall be located near the stop line with the downstream edge positioned 6' from the stop line. A second detection area shall be located 100 to 150 feet in advance of the stop line. The size of the detection areas shall be approximately 6' x 10'. A single above-ground detector may be used to provide detection for both areas.

Iowa Department of Transportation Highway Division	
STANDARD ROAD PLAN RS-18	
REVISION: Change reference for Temporary Floodlighting to RM-49.	REVISION NO. 5
APPROVED BY: <i>William J. Allen</i> DESIGN/METHODS ENGINEER	REVISION DATE 10-21-03
TRAFFIC CONTROL LAYOUT ONE LANE WITH SIGNALS (PAVED SHOULDER DETOUR)	